Event

MPTS
INTERMEDIATE E-2/C-2 AND AJET CQL 2101 OFT

Mission

CARRIER QUALIFICATION EP SIMULATOR

1.5 HOURS/X

ORM

CQL 2101

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

CQL 2101

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

ADMIN

CQL 2101

- **QOD**
  - **NATOPS**
  - **EP**
  - **SOP**
- **PREREQUISITES**
  - **CQL 4205.**
  - **CQL 1102 (CQL SHIPBOARD PROCEDURES)**
- **MISC.**
  - **EVENT DURATION MUST BE AT LEAST 0.75 OF SYLLABUS TIME TO BE COMPLETE (1.1 HRS).**
  - **AN EVENT DURATION THAT DEVIATES GREATER THAN 0.3 HOURS FROM SYLLABUS TIME MUST HAVE THE REASON ANNOTATED**

SYLLABUS NOTES

CQL 2101

- **UP TO THREE FCLP/CQL EVENTS MAY BE SCHEDULED PER DAY.**

RECOMMENDED FLIGHT CONDUCT

CQL 2101

- **CASE II ARRIVAL**
  - **MARSHALL & APPROACH TO BREAK**
- **AT LEAST ONE TOUCH/GO**
- **ARRESTED LANDINGS, TAXI, CAT HOOK-UP, LAUNCH**
- **SEVERAL CQ RELATED EMERGENCIES**
- **CASE II DEPARTURE**
- **BINGO PROFILE - DIRTY**

SSR/DISCUSS ITEMS

CQL 2101

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**
- **DISCUSS ITEMS:**
  - **QOD**
  - **CARRIER-RELATED EMERGENCIES**
  - **DITCHING SITUATIONS**
  - **SHORT-FIELD ARRESTMENTS**

BLOCK MIF

CQL 2101

CTS REF	MANEUVER	CQL2101
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	Mission Planning/Briefing/ Debriefing	4+
6	Communications	4+
7	Ground Operations	4+
8	Flight Admin	4+
2	Ground Emergencies	4+
2	CV Emergencies	4+
2	Suspend Procedures	4+
2	Brake Failure on Deck	4+
2	Lost Communications at CVN	4+
2	NWS Failure	4+

CTS REF	MANEUVER	CQL2101
2	Launch Bar Malfunction	4+
2	Catapult Malfunctions	4+
2	GINA Failure	4+
2	Swerve on Touchdown	4+
2	Ejection	4+
2	CV Arrestment w/Blown Tire(s)	4+
2	Bolter w/Blown Tire(s)	4+
2	Field Arrestment w/Blown Tire(s)	4+
2	Bingo	4+
10	Takeoff	4+
11	Departure	4+
13	Descent/Field Entry	4+
51	CV Arrival (Case I/II)	4+
52	CV Pattern	4+
52	Start Position	3+
52	AOA Control	2+
52	Glideslope Control	2+
52	Power Control	2+
52	Lineup Control	2+
52	Error Detection/Correction	2+
52	Response to LSO Calls	4+
52	Bolter/Touch-and-Go Technique	4+
52	Waveoff Technique	4+
51	CVN Flight Deck Procedures	4+
51	Catapult Launch Procedures	4+
51	CVN Arrestment Procedures	4+

STANDARD DEBRIEFING FORMAT

CQL 2101

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED